

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 8996. 號九十月四年六十七百八千一英

HONGKONG, WEDNESDAY, APRIL 19, 1876.

日五廿月三年子丙

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOSNOLD, 121, Holborn Hill, E.C. BATES, HENDY & CO., 4, Old Jewry, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.

NEW YORK.—ANDREW WELD, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSNOLD, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BLACK & BLACK, San Francisco.

CHINA.—SWANSON, GUNTER & CAMPBELL, Amoy, GILES & CO. Foochow, HEDDER & CO. Shanghai, LAM, CRAWFORD & CO., and KELLY & CO. Manila, C. HARRISON & CO. Macao, L. A. D. GRAGA.

Banks.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848.

BY IMPERIAL DECREE OF 25TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognized by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

France. & Sterling.
PAID-UP CAPITAL, 80,000,000 3,200,000
RESERVE FUND, 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENCY.—144, Leadenhall St., E.C.

AGENTS.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.
LONDON BANKERS.—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the office.

CHR. DE GUIGNÉ,
Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 100,000 Dollars.

COURT OF DIRECTORS.

Chairman—E. R. BELLIS, Esq.
Deputy Chairman—AD. ANDER, Esq.
J. F. CORDES, Esq. S. W. POMEROY, Esq.
H. HOPKINS, Esq. F. D. SARNOON, Esq.
A. MOLTER, Esq.

CHIEF MANAGER.

Hongkong, JAMES GREIG, Esq.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balances.
On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, February 17, 1876.

ON SALE.

THIS

CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, Historical, Mythological and General Literary Reference,

BY WILLIAM FREDERICK MAYERS.

Price: \$3.

Shanghai, KELL & CO.
Hongkong, "CHINA MAIL" OFFICE.

Notices of Firms.

NOTICE.

I Have this day authorized Mr. J. Y. Y. SHAW to sign my name per procuration.
A. MAO, HEATON.
Hongkong, January 1, 1876.

NOTICE.

THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Ship-brokers at this Port, under the style of MORRIS & RAY.
A. G. MORRIS.
E. C. RAY.
Bank Buildings,
Hongkong, February 8, 1876.

NOTICE.

WE have Established branches of our Firm at Haiphong and Hanoi. Mr. E. CONSTANTIN is authorized to sign by procuration in Yonquien.
LANDSTEIN & Co.
Hongkong, December 31, 1875.

NOTICE.

I HAVE this day Established myself as GENERAL COMMISSION AGENT at the Ports of Takow and Taiwanfoo.
P. F. DA SILVA.
Formosa, April 1, 1876. my1

NOTIFICATION.

IT is herewith notified that a CUSTOM HOUSE has been Established at HOI-HOW (海口), the Treaty Port of KIUNGCHOW (瓊州), and has been opened for transaction of Business under this day's date.
H. O. BROWN,
Commissioner of Customs.
Kiungchow Customs,
Hoi-how April 1, 1876. my8

Intimations.

THE GREAT NORTHERN TELEGRAPH COMPANY.

DURING my absence from Hongkong the MANAGEMENT of the above Company's Station will be TAKEN OVER by Mr. C. C. BOJESON, who has been appointed ACTING SUPERINTENDENT.
A. SUDENSON,
Superintendent.
Hongkong, April 6, 1876. my6

THE GREAT NORTHERN TELEGRAPH COMPANY.

I BEG to notify that I have been appointed ACTING SUPERINTENDENT for the above Company's Station at this Port from this date.
CARL CHR. BOJESON.
Hongkong, April 6, 1876. my6

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

A SPECIAL AGENCY of the Company has been opened in LONDON, under the management of Mr. WALTERS NORMAN, at 3, St. Michael's Alley, Cornhill.
By Order,
W. H. RAY,
Secretary.
Hongkong, March 28, 1876. ap28

NOTICE TO CREDITORS.

NOTICE is hereby given, that all CREDITORS and other Persons having any CLAIMS or DEMANDS upon or against the Estate of JOHN WOTHERSPOON, late of Bangkok, in the Kingdom of Siam, who died on the 6th day of July, 1871, and whose Will was duly proved in the Probate Jurisdiction of the Supreme Court of Hongkong by WILLIAM HENRY BREXTON, Solicitor, to whom Letters of Administration with the Will annexed were duly granted by the said Court on the 10th day of March, 1876, are hereby required to SEND in writing the PARTICULARS of their Claims or Demands to the said WILLIAM HENRY BREXTON, on or before the 1st day of July next; and notice is hereby also given, that at the expiration of the last mentioned day the said WILLIAM HENRY BREXTON will proceed to distribute the Assets of the said JOHN WOTHERSPOON amongst the parties entitled thereto, having regard to the Claims of which he has then had notice; and that the said WILLIAM HENRY BREXTON will not be liable for the Assets or any part thereof so distributed to any person of whose Claims he has not had notice at the time of the distribution.
Dated this 29th day of March, 1876.
W. H. BREXTON,
29, Queen's Road, Hongkong,
Solicitor.
my11

STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL, £250,000.

THE Undersigned, having been appointed Agents in Hongkong and Shanghai for the above Company, are prepared to issue Policies of Fire Insurance at current rates.
ADAMSON, BELL & Co.
Hongkong, March 24, 1876. je24

Intimations.

THE MERCHANTS' MARINE INSURANCE COMPANY, LIMITED, OF LONDON.

SUBSCRIBED CAPITAL, £500,000.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, are prepared to issue Policies of Marine Insurance at current rates, payable in London, India, Australia, New Zealand, Straits, Mauritius, Java, Manila, China, Japan, California, &c., &c.
ADAMSON, BELL & Co.
Hongkong, March 24, 1876. je24

Note.—By the Company's Articles of Association it is provided that, after payment to the shareholders of a dividend of 10 per cent. per annum, one fourth of the residue of profits will be rateably divided amongst those Insurers out of whose business profits have been made during the year.

St. JOHN'S CATHEDRAL CHURCH.

Annual General Meeting of Shareholders.

THE Annual General Meeting of the Shareholders of St. John's Cathedral Church will be held at the Vestry on Thursday, the 27th day of April instant, at 4.30 p.m., for the purpose of electing two Trustees for the ensuing year, and for passing the Accounts of the Treasurer, under the provisions of Clauses 4 and 16 of Ordinance No. 2 of 1847.

EDMUND SHARP,
Trustee and Treasurer to the Body of Trustees.
Hongkong, April 15, 1876. ap27

HONGKONG, CANTON, AND MACAO STEAM-BOAT COMPANY, LIMITED.

FIRST Class Fare on the Hongkong and Canton route has been Reduced to \$3 for Single trip and \$5 Return.
By Order,
P. A. DA COSTA,
Secretary.
Hongkong, April 3, 1876.

LOST.

ON Friday, the 14th Instant, a small white MANILA DOG; answers to the name of "LOSSIE".
It was last seen near the Cathedral.
Any one bringing the same to MACLEWEN, FRICKEL & Co.'s Store will be rewarded.
J. G. SMITH.
Hongkong, April 18, 1876. ap25

NOTICE.

THE OFFICE of the Undersigned has been REMOVED to No. 1, QUEEN'S ROAD, corner of Lee House Lane.
W. H. NOTLEY,
Agent, Messrs. Henry S. King & Co., London.
Hongkong, April 16, 1876. ap29

Entertainments.

CITY HALL.

MADAME CARLOTTA TASCA begs to announce that her CONCERT will take place at the above HALL, on

SATURDAY NEXT,

22nd April.

Under the immediate Patronage of H. R. H. SIR ARTHUR KENNEDY, K.C.M.G.; C.B. Vice-Admiral Bydell.
Sir John and Lady Swale.
Col. Dickens and the Officers of the 29th Regt.

During the Evening by kind permission of Col. Dickens and the Officers, the Band of the 29th will perform.

Reserved Seats, \$2.00
Unreserved Seats, \$1.00
Doors Open at 8.30, Commenced at 9.
Tickets to be had at Messrs LAM, CRAWFORD & Co., when a plan of the Hall may be seen.
Hongkong, April 17, 1876. ap23

THE Officers of H.M.S. Topaz will give an AMATEUR PERFORMANCE at the THEATRE ROYAL, CITY HALL, on MONDAY, 24th Inst., in aid of LOCAL CHARITIES.

The Performances will commence with the Petite Comedy of
"WHO SPEAKS FIRST?"

To conclude with the Burlesque of
"VILKINS AND HIS DINAH."

Admission, \$2.
Tickets at LAM, CRAWFORD & Co.'s on and after Wednesday, 19th inst.
Hongkong, April 17, 1876. ap24

For Sale.

FOR SALE.

Is "OCEANIC,"
THIS Season's American HAMS and BACON in prime condition. Smoked SALMON.
Golden Gate Baker's EXTRA FLOUR in Barrels and Tins.
MACLEWEN, FRICKEL & Co.
Hongkong, February 19, 1876.

For Sale.

FOR SALE.
THE WORLD, WHEN COMETH IT? Or, What Certain Physicists are Saying. By Tu QUOCZE. Shanghai, 1876. 1 Vol. Price—\$1.00 Stithed. \$1.25 Bound.
Apply to
LANE, CRAWFORD & Co.
Hongkong, April 6, 1876. ap20

FOR SALE.

200 Casks CLARET from BORDEAUX.
Apply to
LANDSTEIN & Co.
Hongkong, March 10, 1876.

FOR SALE.

THE Undermentioned valuable LAND and BUILDINGS on Inland Lot No. 7, situated at 46 and 48, Queen's Road, the Property of the late Mr G. B. FALCONER.—
THE TWO BLOCKS of BUILDINGS occupying the finest position, are of the most commodious description, with TANNERY and ample Godowns; the Ground Floors are of Granite, the Buildings are substantially built Premises in the Colony, and are all in perfect condition and good order, &c.
Applications for Purchase, or further information, to be made to
JOHN NOBLE,
46, Queen's Road.
Hongkong, March 30, 1876. ap30

Auctions.

GENERAL WEEKLY SALE.
LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya, on

FRIDAY,

the 21st April, 1876, at Noon,—
An Assortment of Perfumery, comprising: Violet, Rondeletia, Frangipanny, Jasmin, Rose, Ess Bouquet, &c., Cosmetics, Pomade, Hair Oil, Violet Powder, Hair Brushes, Toilet Soap, &c.
Walkden's Extra Ink.
Day and Martin's Blacking.
8 barrels Flour.
10 Rifles.
50 Whitworth Rifles.
10 Revolvers.
&c., &c., &c.

At 1 o'clock p.m.,—
A Pair of Chestnut Timor PONIES, perfectly quiet in Harness, the Property of a Gentleman who has left the Colony.
TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
Hongkong, April 18, 1876. ap21

FURNITURE SALE.

LAMMERT, ATKINSON & Co. have received instructions to sell by Public Auction, on

SATURDAY,

the 22nd April, 1876, at Noon, at the residence of L. HAUSCHILD, Esq., No. 46, Peel Street,—
The whole of his Elegant HOUSEHOLD FURNITURE, comprising: Rep Covered Drawing Suite, Couches, Chairs and Easy Chairs, Centre Table, Gilt Frame Engravings and Mirrors, Card Table, Dining Table, Whatnot, Sideboard, Crookery and Glassware, Cutlery, Plated-ware, Bedstead, Ward-rob, Chest of Drawers, Washstand, Toilet Table and Mirror, &c., &c., &c.
A PIANO.
Catalogues will be issued prior to the Sale.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
Hongkong, April 18, 1876. ap22

Shipping.

Steamers.

STEAM TO YOKOHAMA.
(Taking Cargo at through rates to HIOGO & NAGASAKI.)
The P. & O. S. N. Co.'s S. S. "HUNDA"
will leave for the above place shortly after the arrival of the Hindostan with the next English Mail.
A. MOYER,
Superintendent.
Hongkong, April 18, 1876.

STEAM TO SHANGHAI.
The P. & O. S. N. Co.'s S. S. "HINDOSTAN"
will leave for the above place about 24 hours after her arrival with the next English Mail.
A. MOYER,
Superintendent.
Hongkong, April 18, 1876.

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Company's Steamship "NESTOR" will be despatched on or about the 20th Instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents,
Hongkong, April 7, 1876. ap20

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.
(Calling off SOMERSET, COOKTOWN, OLEVA, LAND BAY, BOWEN and KEPPEL BAY, to land Mails and Passengers.)
The Eastern and Australian Mail Steam Co.'s Steamship "BOWEN" will be despatched on FRIDAY, the 21st Instant, at Noon.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, April 17, 1876. ap21

FOR SHANGHAI.
The Russian Steamship "RUSSIA," GERARD, Master, shortly expected from Singapore, will have quick despatch as above.
For Freight or Passage, apply to Wm. PUSTAU & Co., Agents.
Hongkong, April 10, 1876.

FOR MANILA (DIRECT).
The Steamship "GUNGA," will have an immediate despatch as above.
For Freight or Passage, apply to REMEDIOS & Co.
Hongkong, April 16, 1876.

Sailing Vessels.

FOR SAN FRANCISCO.
The A 1 British Ship "MARGARITE," JAMES OWEN, Master, will load for the above Port, and will have quick despatch.
For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, March 27, 1876.

FOR SAN FRANCISCO.
The A 1 American Bark "JONATHAN CHASE," CURTIS, Master, will load for the above Port, and will have quick despatch.
For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, March 27, 1876.

FOR SAN FRANCISCO.
The A 1 British Clipper Ship "SYDENHAM," FRANK BAISTOW, Master, will load for the above Port, and will have quick despatch.
For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, March 4, 1876.

FOR NEW YORK.
The A 1 American Ship "HAZE," WILKINSON, Master, will load here and at Whampoa, and will have quick despatch as above.
For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, February 1, 1876.

FOR NEW YORK.
The A 1 American Ship "CHARTER OAK," SMITH, Master, will load here and at Whampoa, and will have quick despatch as above.
For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, March 27, 1876.

FOR SAN FRANCISCO.
The A 1 American Ship "MARY WHITRIDGE," CUTLER, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, March 9, 1876. ap20

FOR LONDON.
The A 1 British Ship "CHANNEL QUEEN," N. LEFFERTZ, Master, having the greater part of her Cargo engaged, will have quick despatch as above.
For Freight, apply to MEYER, ALABOR & Co.
Hongkong, April 6, 1876.

Shipping.

Sailing Vessels.

NOTICE.
The Undermentioned Vessels having the greater portion of their Cargo and Passengers engaged, will have immediate dispatch for the following Ports:
FOR VICTORIA, V's L. The British Bark "FORWARD," Captain JOHN STRACHAN.
The British Ship "ANNIE GRAY," Captain ROBERT MOORE.

The American Bark "EDWARD JAMES," Captain THOS. J. FORBES.
FOR HONOLULU, S. I. AND SAN FRANCISCO.
The American Bark "ALDEN BESSE," Captain ALLEN NOYES.
For Freight or Passage, apply to ROZARIO & Co.
Hongkong, March 23, 1876.

Notices to Consignees.

NOTICE.

CONSIGNEES of London Cargo per S. S. Naples are hereby informed, that the Steamer having grounded in the Suez Canal on her Passage, but certain sacrifices were made and expenditures incurred, in getting her aloft, which may be a subject of General Average contribution. They are therefore requested before delivery of the Cargo to sign A Bond, which is lying at the Office of JARDINE, MATHESON & Co. Agents S. S. Naples.
Hongkong, April 13, 1876. ap30

RUSSIAN STEAMSHIP RUSSIA, CAPT. GERARD, FROM LONDON via SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed, that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.
Goods remaining in store after the 23rd instant will be subject to rent.
Optional Cargo will be forwarded unless notice to the contrary is given until 4 o'clock this afternoon.
Bills of Lading will be countersigned by Wm. PUSTAU & Co., Agents.
Hongkong, April 15, 1876. ap23

FROM SAN FRANCISCO.

THE S. S. Vancouver having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature to the Undersigned and to take immediate delivery of their Goods.
Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.
JARDINE, MATHESON & Co., Agents, S. S. Vancouver.
Hongkong, April 17, 1876. ap24

FROM BANGKOK.

THE S. S. Bonedi, Captain BRUNAS, having arrived from the above Port, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature to the Undersigned, and to take immediate delivery of their Goods.
Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.
JARDINE, MATHESON & Co.
Hongkong, April 18, 1876. ap25

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's steamer "ANTHON" are hereby notified that the Cargo is being discharged into craft and landed at the Godowns of the Undersigned, in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after the 19th April, 1876.
Goods undelivered after 28th April, 1876, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, April 18, 1876. ap26

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES per Company's Steamer "ANTHON" Calcutta are hereby notified that the Cargo will be discharged into Boats and landed at the Company's Godowns. In both cases it will lie at the Consignees' risk. The Cargo will be ready for delivery shortly after her arrival.
The above Steamer left Singapore on Saturday, 1st April, for this port.
G. DE CHAMPEAUX, Acting Agent,
Hongkong, April 6, 1876.

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
BAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMAILA, PORT SAID, NAPLES,
AND MARSAILLES;
Also,
BOMBAY, ST. DENIS AND PORT
LOUIS.

ON THURSDAY, the 20th April, 1876, at Noon, the Company's S. S. *IRAOUADY*, Commandant GAUVAIN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping orders will be granted till noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 19th April, 1876. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
Contents and value of Packages are required.
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Acting Agent.
Hongkong, April 12, 1876. ap20

For sale.

SAYLE & Co. have opened their first delivery of New Goods for the coming Season, to which they invite special attention.

Ladies' and Children's Ready-made Costumes in a variety of Styles.

Morning Wrappers in Embroidered Linen, Printed, Cambric, White Brillante and Muslin.

French Toilet Jackets.
Richly Embroidered Cambric Skirts.

A Large Assortment of Dress Materials in all the newest designs.

French Millinery of the latest fashions.

Boys' Holland Suits & Pinafores.
Ladies' Underclothing.

Ladies' and Children's Boots and Shoes.

Also,

A fresh supply of the "Little Wanzel" Sewing Machines.

Agents for Hongkong.

SAYLE & Co.,
VICTORIA EXCHANGE,
Queen's Road & Stanley Street.

FOR SALE.

THE UNDERMENTIONED LAND AND BUILDINGS.

AT HONGKONG:—

INLAND LOT 82.—The well-known House and Offices lately occupied by Messrs A. Heard & Co., adjoining the Cathedral Compound.
The Ground below the masonry retaining wall of the above, abutting on the Queen's Road.

Annual Crown rent, \$390.48.
MARINE LOT 111, WANCHAI.—First-class and extensive Godowns.

Annual Crown rent, \$324.

AT YOKOHAMA:—

LOTS No. 6 AND No. 27 in the Foreign Settlement.
No. 6 is situated on the Bund, and comprises an eight-roomed Dwelling House, detached, with Garden all round, Offices, Godowns, Servants' Quarters and Outhouses. Area 1,084 Tanboks of 36 square feet.

Annual Ground rent, \$263.79.
No. 27 is separated from No. 6 by Water Street and comprises large Tea Flving and other Godowns, Floor Salk, Press, Compressor's Quarters, Stabling and Fire Engine House. Area, 554 Tanboks.

Ground rent, \$154.97 per annum.
Applications for purchase, or further information, to be made to

J. WHITTALL,
T. G. LINSTEAD,
Trustees of Heard & Co.'s Estate,
23, Queen's Road, Hongkong.
Hongkong, February 1, 1876. my1

BISCUIT FLOUR.

A Excellent FOOD for INFANTS and CHILDREN.

MANUFACTURED SOLELY BY
THE HONGKONG & CHINA BAKERY CO., LIMITED.

In This Containing 6 lbs.

Hongkong, April 8, 1876. my3

Intimations.

SPANISH CONSULATE, HONGKONG.

TENDERS for the CONSTRUCTION of SIX BOILERS for Spanish Men-of-War will be RECEIVED at this Consulate until the 22nd April next, at Noon.

No proposition will be admitted if it exceeds the price fixed by Government and do not agree with the Form, Conditions, and Plans, which will be exposed at the Office of the Consulate every working day from 11 a.m. to 3 p.m.

A. FARAUO,
Consul for Spain.
Hongkong, March 31, 1876. ap23

Intimations.

COAL DEPOT.

COALS of every description supplied to Steamers by the Underigned.
Orders may be left at the Godowns, Wanchi, with Mr J. M. A. GOSWAMI, or LAONG AN YON, KWONGHONG, PRAYA.

LANDSTEIN & Co.

Hongkong, November 1, 1875. my1

In the Goods of CAPTAIN LAWRENCE YOUNG, Deceased.

ALL Persons having any CLAIMS against the above Estate are requested to send in Particulars of the same to the Underigned on or before the 22nd day of April, 1876.

And all Persons being Indebted to the said Estate are requested to Pay to the Underigned their several Debts without delay.

STEPHENS & HOLMES,
Solicitors for the Executors.

2, Club Chambers,
Hongkong, February 22, 1876. ap22

IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE "SHANGHAI COURIER AND CHINA GAZETTE,"

IT WILL BE THE CHEAPEST DAILY PAPER IN CHINA and as large

INCREASE OF CIRCULATION MAY BE CONFIDENTLY ANTICIPATED, THE ADVANTAGE TO ADVERTISERS IS OBVIOUS.

To-day's Advertisements.

CASTLE LINE OF STEAMERS.

FOR SAIGON.

The Steamer "BRAEMAR CASTLE" will leave for the above Port at 5 p.m. TO-MORROW, the 20th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, April 19, 1876. ap20

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "MENZALEH," Captain PASQUALINI, will be despatched for YOKOHAMA on THURSDAY, the 20th Inst., at 5 p.m.

G. DE CHAMPEAUX,
Acting Agent.
Hongkong, April 19, 1876. ap20

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "MEIKONG," Captain FOACHE, will be despatched for SHANGHAI on FRIDAY, the 21st Inst., at 11 a.m.

G. DE CHAMPEAUX,
Acting Agent.
Hongkong, April 19, 1876. ap21

FOR MANILA.

The Steamship "ESMERALDA," Captain THEBAUD, will be despatched as above on SATURDAY, the 22nd Instant, at Noon.

For Freight or Passage, apply to
A. MACG. HEATON,
Agent.
Hongkong, April 19, 1876. ap22

FOR SWATOW, AMOY & FOCHOW.

The Steamship "YESSO," Captain PUNCHARD, will be despatched for the above Ports on SUNDAY, the 23rd Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
Agents.
Hongkong, April 19, 1876. ap23

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI (DIRECT.)

Taking Cargo & Passengers at through rates for HANKOW, NINGPO & PORTS IN JAPAN.

The Company's Steamship "GLAUCUS" will be despatched on or about the 28th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, April 19, 1876. ap23

NOTICE.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S. S. ANTONOR, FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Underigned not later than the 26th Inst., for shipment per S. S. *Glaucus*.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, April 19, 1876. ap23

CHOU KI CHIH.

THE CHINESE COLONISTS.

THE SHANTUNG GIANT is now on exhibition at the ORIENTAL BAZAR, No. 4, Wellington Street. From 10 a.m. to Noon, from 3 to 6 p.m., and from 8 to 10 p.m.

ADMISSION: \$1.
Tickets at the Hotel Bar.
The Public are respectfully informed that Chou Ki Chih will only be exhibited in Hongkong for a few days previous to his departure for Philadelphia, U. S.

Hongkong, April 19, 1876. ap23

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. MEIKONG.

NOTICE.

CONSIGNEES of Cargo per S. S. "Euphrate," from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained from THURSDAY, the 20th Instant, at Noon.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 19th, at 5 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned.

Goods remaining unclaimed after WEDNESDAY, the 20th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Acting Agent.
Hongkong, April 19, 1876. ap23

FOR SALE.

VERY Handsome PRAETON.
1 Set Double HARNESS, nearly new.
1 Set Single HARNESS.

Apply to
L. MALLORY,
No. 2, St. John's Place.
Hongkong, April 19, 1876.

NOTICE.

THE Interest and Responsibility of Mr ORTO CHRISTIAN BEHN in our Firm in Hongkong and China ceased on the 31st December 1875.

WM. PUSTAU & Co.
Hongkong, April 19, 1876. ap22

PUBLIC AUCTION.

LAMBERT, ATKINSON & Co. have received instructions from the Mortgagees to sell by Public Auction, on

WEDNESDAY, the 26th April, 1876, at Noon, at Ice House Lane Wharf,—

The Well-known Pontoon or Lighter "ADVANCE,"

Official Number 64,088, of 308 Tons Register, Built at Kowloon in 1871 of Oak, Elm, Beech, Manila Hard Wood and Oregon Pine, Well Fastened, Felted and Metalled to One foot and a half above Light Water Mark. The Vessel is well adapted for discharging steamers requiring quick dispatch and will carry a very large Cargo on a Light Draft of Water.

DIMENSIONS AS FOLLOWS:
Length,.....180 Feet 6 in.
Breadth,.....30 " 6 "
Depth,.....8 " "

Also, The Well-known Pontoon or Lighter "DISPATCH,"

Official Number 64,086, of 290 Tons Register, Built at about the same time and place of Manila Hard Wood and Oregon Pine, Well Fastened, Felted and Metalled to above Light Water Mark, and will carry a large Cargo on a Light Draft of Water.

DIMENSIONS AS FOLLOWS:
Length,.....126 Feet 6 in.
Breadth,.....30 " 6 "
Depth,.....7 " 6 "

For further particulars and Inventory of Stores, apply to the Auctioneers.

TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars weighed at 7.1.7, and the Vessel will be at purchaser's risk after the fall of the hammer.

Hongkong, April 19, 1876. ap26

SHIPPING.

ARRIVALS.
April 19, *Hankow*, British steamer, 2332, Sydney & Co.
April 19, *Mongolia*, Brit. steamer, 1684, A. Coleman, Shanghai April 18, Mails and General.—P. & O. S. N. Co.

April 19, *Sunda*, British steamer, 1082, Edmond, Yokohama April 12, Mails and General.—P. & O. S. N. Co.

April 19, *Meikong*, French steamer, 1910, Foache, Marseilles Mar. 10, Naples 14, Port Said 18, Suez 20, Aden 26, Galle April 3, Singapore 12, Saigon 15, Mails and General.—MESSAGERIES MARITIMES.

April 19, *Galley of Lorne*, Brit. steamer, 1389, Burgoyne, London via ports of call, and Singapore April 18, General.—GILMAN & Co.

April 19, *Yessu*, British steamer, 559, Panchard, Fochow April 16, Amoy 17, Swatow 18, General.—D. LARRAIK & Co.

DEPARTURES.
April 18, *Hochung*, for Canton.
19, *Pala*, for Canton.
19, *Bat Oao*, for Bangkok.
19, *Kuasia*, for Shanghai.
19, *Meida*, for O-ktown.
19, *Antewer*, for Shanghai.
19, *Riga*, for Swatow.
19, *Bonho*, for Bangkok.
19, *Jams Viniton*, for Taiwanfo.

CLEARED.
Fanny, for Cebu.
Anna Bella, for Newchwang.
Irene, for Tientsin.
Carisbrooke, for Swatow, &c.
Noemi, for Manila.

PASSENGERS.
ARRIVED.—Per *Meikong*, for Hongkong from Marseilles, Mr and Mrs Fairhurst, Mr and Mrs Townsend and servant, Messrs Herbert Smith, Dodd and Hughes; from "Aurilia," one Chinese; from Singapore, Mrs Martine, Rev. Mr Chapuis, Mr Redlich, and 2 Chinese; from Saigon, Messrs A. F. Tremieit and Nisale, and 8 Chinese.

Per Shanghai, from Marseilles, Messrs Mattaeu, Cole, Findor, Deacon, Haskell, Ballance, Brinkley, Cook, Lucas, Legros, Bourgaud, Veleu and Knapolsky, Mrs O. von Ostentimich, and Miss Fressling; from Naples, Mr and Mrs Andre Rodiere; from Suez, Mr Shenck. For Yokohama: from Marseilles, Mr Motier and 2 children, Messrs Fortant, Horn, Gross, Thomas, Marens, and Mr Savater's servant; from Naples, Mr and Mrs Bauer; from Singapore, Mr Persil.

Per *Mongolia*, from Shanghai for Hongkong, Mr J. W. Muller, 1 Chinese cabin,

3 boys and 10 deck. For Venice, Mr A. Case. For Southampton, Mr J. P. Middleton, Mrs King, 3 children and amah.
Per *Sunda*, from Yokohama, Mr Rand, Mr Symons, and 6 Chinese.
Per *Yessu*, Mr Mansfield, Mr and Mrs Lemaire, 4 European deck and 250 Chinese.
Per *Galley of Lorne*, 137 Chinese.
DEPARTED.—Per *Mecca*, 4 cabin and 371 Chinese.
Per *Riga*, 100 Chinese.
Per *Antewer*, 64 Chinese.

SHIPPING REPORTS.

The British str. *Galley of Lorne* reports: Southerly winds and fine throughout.

The British steamer *Mongolia* reports: moderate winds and thick weather until last night when it cleared up a little.

The British steamer *Hankow* reports: very fine weather until yesterday afternoon when experienced equally weather with rain until midnight, when it cleared up.

About 3 p.m. yesterday afternoon the Thermometer suddenly fell 12 deg.

The British steamer *Yessu* reports: from Fochow to Amoy like Southerly winds and foggy. Amoy to Swatow fresh N.E. winds and rain. Swatow to Hongkong light variable winds and hazy weather. In Fochow: H.M.S. *Lapping*. In Amoy: *Hailong*, *Namoo*, *Nestor* and *Gunga*. In Swatow: *Arratoon*, *Apoor*, *Swatow* and *Maharajah*, the str. *Poochow* left at 11 a.m. and *Douglas* and *Glenearn* at 4.30 p.m. for the North. Passed a steamer at 10 p.m. on 18th bound North.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:—

For NEW YORK.—
Per Bk. *HAZE*, at noon on Thursday, the 20th Instant.

For SWATOW & AMOY.—
Per *CARISBROOKE*, at 3.30 p.m. To-morrow, the 20th Inst.

For SAIGON.—
Per *BRAEMAR CASTLE*, at 4.30 p.m. To-morrow, the 20th Inst.

For YOKOHAMA.—
Per French Mail Packet *MENZALEH*, at 4.30 p.m. To-morrow, 20th Inst.

For SAIGON.—
Per *MONGOMERYSHIRE*, at 5 p.m. on Thursday, the 20th Inst.

For French Mail Packet *MEIKONG*, at 10 a.m. on Friday, the 21st Inst.

Late letters from 10.10 to 10.30 a.m. for SINGAPORE, QUEENSLAND, SYDNEY, TASMANIA AND MELBOURNE.

Per *BOWEN*, at 11.30 a.m. on Friday, the 21st Instant.

For SHANGHAI.—*VIKING* Postponed until further notice.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *IRAOUADY* will be despatched on THURSDAY, the 20th Inst., with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria.

Letters may also be forwarded to INDIA by this Packet, but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked *Lettre to India only*; they will go on from Galle as unpaid. The following will be the hours of closing the Mails, &c.:—

5 p.m. Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.

Thursday, 20th Inst.—
7 a.m. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m. Registry of Letters ceases.

11 a.m. Post Office closes except for Late Letters.

(11.10 a.m. Letters (but Letters only) addressed to the United Kingdom, Saigon, or Singapore may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

ALFRED LISTER,
Postmaster General.
General Post Office,
Hongkong, April 18, 1876. ap20

MAILS BY THE ENGLISH PACKET.—
The English Contract Packet *MONGOLIA*, will be despatched with the Mails for Europe, &c., on SATURDAY, the 22nd Instant.

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet *GAELIC*, will be despatched on MONDAY, the 1st May, with Mails for Japan, San Francisco, and the United States, which will be despatched as follows:—

MEMOS. FOR TO-MORROW.

Shipping.
10 a.m.—Delivery of Goods per *Meikong* may be obtained from M. M. Co.'s Godowns.

Noon.—French Mail leaves for Ports of Call and Europe.

5 p.m.—*Menzaleh* leaves for Yokohama.

6 p.m.—*Braemar Castle* leaves for Saigon. *Nestor* leaves for London on or about this date.

The publication of this issue commenced at 7.25 p.m.

THE CHINA MAIL.

HONGKONG, WEDNESDAY, APRIL 19, 1876.

The *Friend of India* wants to know who is to swallow up Corea. "Geographically," says our contemporary, "the country may be said to be contiguous to three powers—China, Russia and Japan. It has had political relation hitherto only with China and Japan, but Russia is now on its borders, and we are told she will not long be satisfied with Vladivostok and Port Arthur as her southern outposts." Turning to a telegram from London, dated the 18th March, we find a Paris correspondent of the *Times* gives circulation to a report that a Russian army, 12,000 strong, had entered Corea territory under the pretext of pursuing

brigands, and he infers from this, if it be true, that in the event of Japan having been led into war on the Southern coast of Corea, Russia would have been quite ready to co-operate with her in the North.

Possibly, a great deal of rubbish has been written respecting the position of Russia in Asia, and a deal of unnecessary alarm created in regard to her proceedings there, but, while this may be so, the importance of watching Russian movements in the vast territory stretching from the Black Sea to the Sea of Okotek will scarcely be denied, and, coming to the subject in hand, we should say that the absorption of Corea by Russia is by no means a remote possibility.

Of course, the rumour that a Russian army, 12,000 strong, had entered the Peninsula is worth very little attention, and it may possibly have originated through the sending of a small expedition by the Russians to inflict punishment upon some band of brigands, with which that part of the country is so much infested; nor is the inference drawn from the rumour by the *Times* correspondent, that Russia was prepared to commence operations in the North upon war being declared between Japan and Corea, worth much consideration until the latter receives confirmation.

There is no improbability however, as we have just pointed out, why Russia should not some day, and it may not be far distant, endeavour to annex Corea. The country will always be an insignificant one, and at the mercy of any powerful nation. It is almost a certainty that at some future time she will get swallowed up by some greedy neighbour.

Looking at the matter geographically, China appears to be the country most likely to attempt this swallowing process, inasmuch as her territory, alone, touches that of Corea; but China is weak and Russia is strong, and if the latter is really anxious to annex Corea, in all probability she will do so in spite of Chinese first claims or opposition. China can scarcely preserve her own proper territory from the encroachments of the Russian Bear, and it is more than probable that if Russia demanded Corea the Chinese Government would very speedily recognise the advisability of letting her have it. Corea is also a country that would be of value to Russia. At the present time Russian territory in the far East is entirely confined to the North, and she cannot claim an inch of sea coast from Constantinople to Vladivostok, although her rule extends over by far the greater portion of the land between. The Peninsula of Corea would extend her territory southwards hundreds of miles at a most advantageous point, and the splendid ports that we are told Corea possesses would be of great value to her, in time of peace, and especially in time of war.

Russia, vast as her territory at present is, requires a wider field for expansion, and in the East, as well as in the West, her stream of conquest and acquisition will surely flow southwards, where the richer countries lie, and the advantages of possession are far greater. Foiled in her attempts to reach Constantinople and the open seas by way of the Danube, she has with infinite pains subdued the Caucasus, established the permanent headquarters of an army in Georgia, and from the summit of Ararat now looks down on the Euphrates, with Asia-Minor, Palestine, the Mediterranean, and the avenues of Western trade on the one hand, and Persia, the Persian Gulf, India, and the trade of the East on the other. She has also advanced at different points right along the other portions of the southern and eastern boundaries extending to Corea, and probably she will not stop until she reaches the sea, either at one or more places.

The community of this Colony were no doubt pleased to observe in the correspondence we published yesterday, between Mr Granville Sharp, and the Colonial Secretary, that the local Government intend to provide accommodation for cattle on the Island. Mr Sharp wrote to the Colonial Secretary pointing out the necessity—that existed for such accommodation, and the latter gentleman replies that "the question of cattle accommodation has already received the consideration of the executive, and that that the same will be provided for in next year's estimates." There can be no doubt the provision of sheds, in which the cattle-men shall be compelled to keep the beasts, at all events in inclement weather, will effect a considerable improvement in our Meat Supply. As we pointed out in an article a week or two ago the animals are, in a general way, brought to the Colony in a fairly good condition, but through exposure to all kinds of weather after they arrive here they take cold, become thin and feverish, and when they are killed the meat is almost unfit for human consumption. It appears we shall have a long time, yet, to wait for the sheds, but it is to be hoped the Government will be as expeditious as possible in the matter.

THE SPIRIT OF THE MORNING PRESS.

SUPPLEMENT
TO THE
CHINA MAIL.

HONGKONG, WEDNESDAY, 19TH APRIL, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's to the P. and O. Co.'s Office.

- Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Anchor age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Abbotsford	5 h	Patterson	Brit. str.	649	April 9	Jardine, Matheson & Co.	Yokohama	Mails
Benlodi	5 c	Buchanan	Brit. str.	999	April 18	Jardine, Matheson & Co.	Australia	21st, noon
Bombay	4 h	Smith	Brit. str.	1327	April 11	P. & O. S. N. Co.	Saigon	
Bowen	4 c	Park	Brit. str.	844	April 10	Gibb, Livingston & Co.	Amoy	
Braemar Castle	4 c	Marshall	Brit. str.	1425	April 13	Adamson, Bell & Co.	Saigon	
Cariabrooke	4 h	Scott	Brit. str.	920	April 17	Soon Cheong & Co.	Bangkok	
City of Exeter	2 h	Gordley	Brit. str.	787	April 12	Hop Kee		
Danube	2 h	Clanchy	Brit. str.	561	April 4	Yuen Fat Hong		
Duna	4 c	Thomson	Brit. str.	876	April 14	Gilman & Co.	Y'hama & S. Fisco	Mails May 1
Gaelic	3 h	Ridley	Brit. str.	2652	April 13	P. M. S. S. Co.		
Hankow	3 h	Symington	Brit. str.	2332	April 19	Siemssen & Co.	Marseilles, &c.	To-morrow
Iraouaddy	5 h	Gauvain	Fch. str.	2440	April 17	Messageries Maritimes	Shanghai	Mails
Meikong	5 h	Fasqualini	Fch. str.	1008	April 19	Siemssen & Co.	Yokohama	Mails
Menzaleh	5 c	Coleman	Brit. str.	1584	April 19	P. & O. S. N. Co.	Europe, &c.	Mails
Mongolia	5 c	Sturrock	Brit. str.	1145	April 17	H. Kier	Saigon	
Montgomeryshire	5 c	Jensen	Dan. str.	778	April 13	Jardine, Matheson & Co.	Bangkok	Laid up
Norden	4 h	Girard	Russ. str.	1569	April 15	Wm. Pustau & Co.	Shanghai	
Pawtuxet	3 c	Edmond	Brit. str.	1683	April 19	P. & O. S. N. Co.	Yokohama	
Russia	5 h	Girard	Fch. str.	1096	April 7	Messageries Maritimes	Yokohama	
Sunda	4 h	Shaw	Brit. str.	2923	April 17	Jardine, Matheson & Co.		
Tibre	5 c	Hunter	Brit. str.	265	April 17	Landstein & Co.		Repairing
Vancouver	5 c	Hunter	Brit. str.	324	June 9	Kwok Acheong		
Yotlung	2 h							
Sailing Vessels								
Abbey Cowper	2 k	Nelson	Brit. bk.	699	April 13	Vogel, Hagedorn & Co.	Honolulu & S. Fco	
Alden Besse	4 k	Noyes	Amer. bk.	842	Mar. 10	Rozario & Co.	Newchwang	
Anna Bella	6 c	Stephen	Brit. bk.	334	Mar. 31	Borneo Company	Vancouver's Island	
Annie Gray	6 c	Moore	Brit. bk.	727	Mar. 9	Rozario & Co.	Bangkok	
Bonito	3 c	Wesenberg	Ger. bk.	542	Mar. 30	Siemssen & Co.	Bangkok	
Bua Cao	2 h	Lange	Siam. bk.	340	Mar. 7	Chinese		
Canton	4 c	Krunk	Ger. bk.	365	April 15	Siemssen & Co.	New York	
Charter Oak	4 c	Smith	Amer. sch.	963	Nov. 11	Vogel, Hagedorn & Co.		Repairing
Christina A. P.	8 h	Federico	Amer. sch.	175	Jan. 8	Order	Haiphong	
Christian	4 h	Stehr	Ger. sch.	280	April 2	Eduard Schellhass & Co.	Portland (Oregon)	
Edward James	4 c	Forbes	Amer. bk.	529	Mar. 16	Rozario & Co.	Cebu	
Fanny	8 c	Rousal	Fch. bk.	1138	Mar. 8	Landstein & Co.	Vancouver's Island	
Forward	3 c	Strachan	Brit. bk.	748	Mar. 8	Rozario & Co.	Australia	
Franz	7 c	Hildebrandt	Brit. sch.	148	Dec. 18	Frazar & Co.	Bangkok	
Glory	2 h	Witt	Siam. bk.	449	April 11	Chinese	New York	To-morrow
Haze	2 c	Wilkinson	Amer. sch.	664	April 16	Vogel, Hagedorn & Co.	Tientsin	
Irene	3 k	Hansen	Ger. sch.	276	April 16	Carlowitz & Co.	Pakao	Coastal Dock
James Vinicombe	7 k	McPherson	Brit. str.	638	Feb. 4	Borneo Company	Bangkok	
John Sverdrop	7 k	Pedersen	Norw. bg.	182	April 6	Frazar & Co.	San Francisco	
Jonathan Chase	4 c	Curtis	Amer. bk.	693	Mar. 20	Vogel, Hagedorn & Co.	San Francisco	
Margarite	7 h	Owens	Brit. bk.	864	Mar. 17	Vogel, Hagedorn & Co.	Tientsin	
Marion	3 c	Howes	Amer. sch.	366	April 11	Arnhold, Karberg & Co.		
Marquis of Argyll	2 k	McKean	Brit. bk.	500	April 10	Chinese	San Francisco	
Mary Whitridge	3 c	Cutler	Amer. sch.	862	Mar. 16	Russell & Co.	San Francisco	
Nightingale	3 c	Palmer	Amer. sch.	722	Mar. 17	Russell & Co.	Manila	
Noemi	8 k	Ancam	Fch. bk.	347	Mar. 28	Carlowitz & Co.		
Notre Dame Auxiliatrice	7 h	Jagoret	Brit. bk.	790	Mar. 31	Captain	San Francisco	
Shalimar	3 k	Cotter	Brit. bk.	1596	Mar. 30	Russell & Co.	San Francisco	
Sydenham	4 c	Bristow	Brit. bk.	1062	Feb. 26	Vogel, Hagedorn & Co.	Manila	
Villa de Rivadavia	4 c	Camus	Span. bg.	261	Mar. 17	Brandao & Co.		
Wealthy Pendleton	2 c	Blanchard	Amer. bk.	809	Mar. 30	Captain		
Wm. Phillips	7 c	Heley	Amer. sch.	593	Mar. 10	Eduard Schellhass & Co.	Bangkok	
Yarra	7 c	Orfeur	Brit. bk.	463	April 12	Order		
WHAMPOA								
Louise Marie		Laine	Fch. bk.	553	April 18	Landstein & Co.	Chefoo	
Pallas		Ballehr	Ger. bk.	421	April 13	Siemssen & Co.	Tientsin	
CANTON								
Hochung		Petersen	Chl. str.	850	April 19	C. M. S. N. Co.	Shanghai	
Ningpo		Rayner	Brit. str.	761	April 16	Siemssen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Ariadne	6 c	German	corvette	1400	12	410	April 14	Kühne
Atalante	5 c	French	iron-clad (flag-ship)	3600	14	800	April 8	Caillet
Audacious	6 h	British	iron-clad (flag-ship)	6750	14	800	Feb. 27	Colomb
Cyclop	6 h	German	gunboat	360	6	80	April 10	Von Reiche
Flamer	4 k	British	aux. naval hospital	.....	4	100	.....	D. M. Insp. Gen. Morgan
Frolic	6 h	British	gun vessel	462	4	100	.....	C. E. Buckle
Hertha	7 c	German	corvette	2200	19	400	Mar. 31	Khurr
Immortalité	7 c	British	frigate	3089	26	600	April 7	Francis A. Hume
Infernet	6 c	French	corvette	1900	9	490	April 15	Pierre
Juno	7 c	British	corvette	1462	6	400	April 15	J. A. Poland
Kestrel	6 h	British	gun vessel	462	4	100	Mar. 15	C. B. Theobald
Laclocheterie	6 k	French	corvette	1710	10	480	April 5	Riennier
Mecanee	6 k	British	military hospital	2591	.....	.....	.....	Capt. Becker
Mosquito	7 h	British	gunboat	295	4	60	April 13	R. H. Paul
Narcissus	6 c	British	frigate	3548	26	400	April 7	Lord Chas. Scott
Newcastle	6 c	British	frigate	3435	32	600	April 7	R. Gordon Douglas
Thistle	6 h	British	gun vessel	464	4	100	Feb. 27	Francis Stirling
Topaze	7 c	British	frigate	2659	28	600	April 7	Arthur T. Thrupp
Victor Emanuel	6 h	British	Commodore's flag ship	3087	2	250	.....	Commodore Parish
Vigilant	7 h	British	despatch vessel	650	2	250	Mar. 25	H. C. D. Ryder
Yantic	6 h	American	gunboat	410	3	288	April 9	R. S. McCook

FOOCHOW SHIPPING IN PORT.
April 15, 1876.

Chin Sheng	British steamer	for Hongkong
*Yesso	British steamer	for Hongkong
Fu Sheng	British steamer	for Hongkong
Lapwing	British gunboat	for Shanghai
Tokatea	British gunboat	for Shanghai

SHANGHAI SHIPPING IN HARBOUR.
April 13, 1876.

Aden	Chinese
Batrak	Russian
Cyphreus	British
Fire Queen	American
Formosa	British
Fungshun	Chinese

Fusiyama	American
Fuyew	Chinese
Glenartney	British
H. C. Orsted	Danish
Hiroshima Maru	Japanese
Hochung	Chinese
Honan	American
Howang	Chinese
Hupoh	American
*Iraouaddy	French
*Mongolia	British
Nanking	American
Novada	American
Olympia	German
Peking	British
Shanghai	British
Shantung	American
Sin Nanzing	British
Sindh	French

Szechuen	American
Yangtze	British
Yungling	Chinese

MERCHANT SAILING VESSELS.

Albert Victor	British brig
Ariel	British barque
Ceres	British barque
Condor	German brig
Gesiena	Dutch schooner
Ellen Browne	British barque
Freemaster	British schooner
Oceanus	German brig
Raymond	British brig
Rifleman	British barque
Wm. Van Name	American barque

MEN-OF-WAR.

Monocacy	American corvette
Surprise	French gunboat
Thalia	British corvette
Yang Woo	Chinese

* Since left port, or arrived at Hongkong.

Monani, attacked the Sunghie Ujong Police Force stationed there, and captured all the arms, ammunition, &c. They had (it is also said) come as far as Faroo where they did a similar thing. By private advice received from Sunghie Ujong, it would seem that Captain Murray, the British Resident, had gone to the front together with Lieut. Peyton in command of the available force stationed there. Mr. Chin Hoon's steamer the *Sri Malacca* which has lately been chartered by Government, at the rate, I understand, of \$80 per day, sailed last Monday afternoon, the 3rd instant, for Lingling with the Hon'ble C. B. & H. Plunket, and Mr. E. C. Hill, Cadet, on board in order to ascertain the true state of affairs at the scene of strife. The vessel returned at 1.30 a.m. the following day, but what news she brought has not been transcribed, but there must be some truth in the report lately current here that the Malays of Sri Menanti aided by others intended attacking Sunghie Ujong, otherwise the military force consisting I believe, of about sixty soldiers would never have been sent there on Wednesday last. At present we are left with a mere handful of soldiers to protect this settlement in case of an attempted raid or invasion of it by hostile Malays in the adjoining territories. It is too bad of Government to leave us so unprotected. There ought always to be at least from 200 to 300 soldiers stationed here, and Malacca should be made the Head Quarters of a regiment.

Two British war steamers arrived here from the southward during the night. One I believe, is H. M. S. *Modeste*, and the other either the *Ringdove* or *Lily*, and I presume their destination for the present is the mouth of the Lookout River.

THE STRAITS TIMES publishes some special correspondence from the scene of the disturbances in the *Negri Sembilan*. It also learns from later private advice from Rassa, dated 7th instant, that the troops after marching through Johole and Sri Menanti without opposition, returned to Rassa on the 5th instant, but that same night news came of another attack on the Sri Menanti Police Station, which was occupied by about 100 police-men, and a fresh detachment of the 10th had to start for their relief. It would be premature as well as useless to offer any comments upon these disturbances until the receipt of further authentic details of their origin and cause. So far as it can be judged at present the Chiefs seem to have inaugurated a system of guerrilla warfare, attacking police-men, and that only when they can do so with advantage, and retreating before the white soldiers. This is a matter of very serious import—and such tactics will require a considerable amount of tact, firmness, and judgment to counteract them.

ROYAL NAVAL REGATTA.

Below we give the results of the five races which, owing to want of time, we were unable to give in our last night's issue. They came to the finish in a rather disorderly manner, so that the Judges themselves were somewhat doubtful as to the accuracy of the results. The last two events did not come off, and it is thought probable that the whole of the matches will be sailed over again, if a favorable opportunity offer.

On account of the equally nature of the weather in the evening, a bright lookout was kept in case any of the boats should come to grief, and one boat belonging to the Naval Yard did actually capsize, but the *Newcastle*'s boat went to the rescue, and fortunately nothing but a ducking was the result of the accident.

2.—Boom Boats and Barges. Long Course.

Six started:—
Audacious, 1
Narcissus, 2
Audacious, 3

3.—Cutters over 25 feet. Long Course.

Eight started:—
Narcissus, 1
Newcastle, 2

4.—Cutters over 25 feet and under Short Course.

Five started:—
Kestrel, 1
Vigilant, 2
Immortalité, 3

5.—Single Banked Boats. Short Course.

Six started:—
Frodo, 1
Victor Emanuel, 2
Audacious, 3

6.—Skiffs of 17 to 20 feet.

Eleven started:—
Victor Emanuel, 1

7.—All Comers, without Rudders.

Special Course.

8.—All Comers, open to Garrison and Foreign ships.

THE CHORAL FESTIVAL.

The Choral Festival, which took place yesterday afternoon at St. John's Cathedral, commenced by a shortened form of Even Song sung by the Choir. The service was intoned by the Rev. J. O. Corfe, M.A., Chaplain of H.M.S. *Audacious*, and the lessons were read by the Military Chaplain the Rev. W. H. Baynes, M.A. The Parisian Tones (Stainer) were extremely well done, the singing of the boys, very lightly but beautifully accompanied, being effective to a degree. The cantata "Lauda Sion" (Mendelssohn), which has been in rehearsal for some time, was first given at Liege and written for the Festival of 1846 by the composer. The chorus by which it was sung yesterday consisted of amateurs—ladies and gentlemen—to whom we are indebted for most of the concerted music given here. It however suffers from the disadvantage of a want of unity in the rehearsals, that is to say, it is never convenient for all the members to be present at one single practice, not even the final one. This was the case on the present occasion, and the result is a success much less complete than might have been the case with more united action. When our amateurs consent to take part in these Festivals, their aim should be perfect success, and they should be satisfied with no less. Nothing but a regular attendance at rehearsals can ensure this.

The "Lauda Sion" commences with a

short symphony, on the organ, as an introduction to the first chorus, "Praise Jehovah," which notwithstanding it is the most difficult one in the composition was most creditably sung. Then follows the chorus "Bless his Providence," which is a slow movement commenced in C minor by the Basses taken up by the Tenors, and continued by Altos and Sopranos. This portion of the Cantata was well begun, and we looked for a more successful termination, but the Tenors failed to keep up to anything like pitch, and at the end were fully half a note flat; with them lies the onus of having weakened the effect of one of the best Choruses. "Sing of Praise" was done with considerable success—and this brings us to the Quartette, which should have been the best piece of the Festival; the Altos, however, were wanting here, and so dragged the time that the beating became useless. An occasional glance at the conductor would remedy this. After the Choral in A minor—a good performance—came the Soprano solo, which was a splendid piece of singing from first to last. The lady who undertook this difficult part was entitled to the highest praise, but we fancy the thanks which will please her best are those every one who heard her feel, but cannot adequately express. The Chorus "Bless the People" came next, and was very well rendered. The Quartette and (Finale) Chorus was then sung, and as the concluding piece of the Cantata should have been better done. There was an unsteadiness apparent, the Chorus not being ready to pick up the parts after the solo.

The Offertory Hymn No. 335, (Hymns Ancient and Modern) was sung by the Full Choir, each verse being differently treated, the opening one in Harmony, the second Sopranos and Altos only, the third Harmony without the Organ, and so on to suit the words. This produced an exceedingly good effect; the Hymn itself is one of Oakeley's and formed a very fitting and beautiful termination to the service. Altogether the Festival may be deemed a good one, when one remembers the difficulty of coaching a Chorus; having to conduct and at the same time play the organ accompaniments with the performers at a distance.

The organ cyphered terribly, so much so that an introductory voluntary, Mendelssohn's, had to be omitted.

The offertory was made on this occasion with the object (the funds being insufficient) of purchasing two new stops for the organ to replace others very much worn and well-nigh useless.

The thanks of the community are due to the conductor, who at all times has been willing to lend his valuable assistance in the cause of music.

(L. & O. Express.)

The Army and Navy Gazette says:—The officers of the 1st Battalion 10th Regiment, now in England, are bitterly complaining, owing to the uncertainty which exists as to the arrangements with regard to their regiment. At first it was stated that the battalion was to move to Gibraltar, and outposts for the Mediterranean were ordered. A decision having lately been come to that the corps should proceed home direct from Singapore on the conclusion of hostilities at Port, orders were given for articles suitable for home service. Now, at the eleventh hour, the former orders are countermanded, and it has been intimated that the battalion is to remain in the Straits for an indefinite period, and all those on leave in England have instructions at once to rejoin. We cannot help thinking that very much of this annoyance might have been spared. No blame whatever attaches to the military authorities, who are quite sensible of the injury which is being done. The fault rests with the Colonial office, and we trust, in the interests of a regiment which was at one time one of the smartest in the Army, but which has naturally deteriorated during the years it has spent in exile, that not a moment may be lost in taking such steps as will prevent the further suffering of its stay at such a station as Singapore would entail.

The *Adventure*, 2, iron troop-ship, which was condemned as unfit for further service on her arrival home from Japan with the marine battalion a few months back, is to be docked to undergo an inspection, as the Admiralty are desirous to know the real condition she is in.

As regards shipping in Hamburg (writes a correspondent) no alteration has to be reported. Of arrivals from East India and China I have to report the *Catharina*, Captain Loebe, and the *Walker*, Captain Siegfried, both from Foochow; Mary Scott, Captain Holmes, from Whampoa; Bremerhaven, arrived; Inverness Captain Fisher, from Hongkong; The *Galathea*, a.s., for Penang; &c.; Adeline, Captain Blet, for Singapore; Goodall, Captain Crockett, for Manila; Gustave Marie, Captain Dose, and Hanso, Captain Oest, both for Hongkong, are still loading and slowly filling up, no other vessel having taken the berth for the Far East. On the berth are sixty vessels in all, but export cargo is very scarce, and rats in almost every direction are quite nominal.

The *Glenlyon* (str.), which left London on the 5th inst., has on board a small steam launch for his Majesty the King of Siam, built by Messrs Thornycroft and Co, Osierwick, and of the following dimensions:—Length 82 feet, breadth 7 feet, draught of water 3 feet; constructed to attain a speed of eighteen statute miles per hour. Her internal fittings and accommodation are admirably adapted for a tropical climate.

The *Glenlyon* put into Falmouth on the 8th with a slight defect in machinery. The *Sumatra* (str.), loading for the Straits, China, and Japan, will take out a large quantity of iron and other materials to Yokohama for the Japanese Government railways; also a steam dredging machine for the same port.

The Hongkong and Shanghai Bank have issued a prospectus inviting subscriptions for the balance of the Eight per Cent. Chinese Loan brought out last year. The amount is for £274,915, which we conclude will be speedily subscribed, the merits of the loan and securities having been already approved by those "who do know something" of China and the resources upon which the loan is based. The *Times* in noticing it says:—"After the experience which the public have had of such wonderful investments it would be surprising if the money was subscribed here. We know hardly anything regarding China or its finances except that missionary and official reports speak of a deficit as the normal condition of the latter." We can only regret that such astounding ignorance should be set forth in the columns of our leading contemporary.

LOSS OF THE STEAMER "KWANGTUNG."

By the arrival of the steamer *Sunda* to-day, we regret to learn of the total wreck of the well-known coasting steamer *Kwangtung*. She left this port on Wednesday, the 12th instant, on her usual coasting voyage, and at 1.15 a.m. on Sunday, the 16th instant, she ran ashore during a dense fog, on the island of Ocksen, near the landing steps of the lighthouse. For some time after she had gone on shore, minute guns were fired, and these attracted the attention of the *Sunda* on her downward trip. It was then found from the position of the *Kwangtung* and the great damage her hull had sustained—the rocks having driven a large hole into the engine-room—that but little hope could be entertained of getting her off or of floating her.

Captain Edmonds of the *Sunda* then took the treasure from the wrecked vessel, and, as it was blowing and dark, he proceeded on his voyage taking with him the Chief Engineer, whom he subsequently put on board the steamer *Amoy*, which proceeded to the wreck to render assistance. It is almost certain, therefore, that a considerable quantity of the cargo will be saved—a fact which will doubtless prove interesting to the Insurance Companies.

We are very glad to learn that Captain F. Ashton and all hands are safe on the island.

The officers of the *Kwangtung* state it as their belief that should a Southerly wind set in she will undoubtedly go to pieces, and they also think it quite unlikely owing to her position that anything can be done to save the hull even should it continue fine. The *Yesso* passed Ocksen Island about 11.40 p.m. on Sunday about 10 miles to the Eastward of that Island, and reports that she was quite ignorant of any vessel being on shore there, as she heard or saw nothing to indicate that such a catastrophe had happened. The night was very dark with thick fog.

ACCIDENT TO THE "NAMOA."

We also learn from Swatow that the S.S. *Namoa*, on her passage from Amoy to Foochow, broke her shaft and had to put back to Amoy, where her spare shaft is being got ready. After the accident the 2nd Officer, 3rd Engineer and six of the crew went to Foochow in the ship's boat for assistance. The *Namoa*'s cargo was transhipped into the *Kwangtung*.

The *Foochow Herald* of the 13th says:—The Second Officer of the S.S. *Namoa* arrived late on the evening of the 11th instant, with advice from Captain Westoby, stating that the steamer had broken her propeller shaft. When the Officer left the steamer about 9 a.m. on Monday, she was about 20 miles S.E. of the White Dogs—standing slowly towards them under a light South breeze. About two hours later, the wind shifted to N.E., and blew steadily from that quarter all day. On news of the disaster being communicated to Captain Sir W. Wiseman, of H.M.S. *Leprieux*,—at once, most courteously, expressed his willingness to render the *Namoa* every assistance, and left in search of her, at 1 p.m. yesterday. Owing to the change of wind, it is doubtful whether the steamer *Namoa* could make the "Dogs"—in which case she would probably make her way towards Amoy. Nothing was seen of the *Namoa* by the *Yesso*, which arrived yesterday afternoon.

Swatow.

We have had another disagreeable week as regards the weather. On Friday and Saturday very thick fog, on Sunday it was as hot as in the middle of summer, and yesterday afternoon we had a deluge of rain with thunder and lightning; it still looks very heavy overhead as if we are going to have some more rain. The German steamer *Cassandria* left on the 14th with 613 coolies for Singapore. The German barque *Ingburg* left the port on the 13th for Chefoo, but did not get outside until this morning. H. I. C. M. Str. *Fai Hoo* returned to port on the 14th, and left yesterday for Amoy. The British str. *Foochow* arrived from Shanghai on the 14th, and left this morning for the same port via Amoy. The German barque *Sudan* and the British brig *Elliot* arrived yesterday, the former from Chefoo, and the latter from Shanghai; they were both at anchor outside for three days on account of the thick fog. The British schooner *Augusta* arrived this morning from Chefoo. The *Empress of China* is the name of the schooner that was chartered for Bangkok last week. The German schooner *Rebecka* leaves to-day for Takao and Chefoo, the British barque *Charlotte Andrew* for Bangkok. The British steamer *Glenearl*, for Shanghai, left this afternoon.

Police Intelligence.

(Before James Russell, Esq.)
April 10, 1876.

VIOLENTLY DRUNK.

Martin O'Marr, marine on board H. M. S. *Yogo*, was charged with being drunk and refusing to pay chair-hire. He also struck Inspector Thompson when in the

Station. Fined \$2 and to pay 20 cents amends.

William Jackson, marine H. M. S. *Newcastle*, was fined 25 cents for drunkenness.

DISEASED BULLOCK.

The Master of a cattle lan, and a cattle dealer, again appeared before Mr May to answer the charge of keeping a diseased bullock unfit for human food. Dr. Ayres, the Colonial Surgeon, deposed at the last sitting to having examined the bullock, which he found to be suffering from inflammation of the bowels. It was in tolerably fair condition, but had been pulled down by the disease, and in that state it was not fit for food. Inspector Orley proved the discovery of the animal lying on t ground close to the first defendant's shop. It was without shelter, so he took it to a shed at Shek-tong-lau. The first denied that the bullock belonged to him, nor was it offered to him for purchase. It was tied up on the piece of ground opposite his house. The second defendant was that man. The second said the bullock belonged to him. He bought it at Tai Loong in Tong-koon for \$15 on the 4th or 5th instant. He drove the animal to Sun-chow which occupied two days. There it was put on board a passage boat for Hongkong. Owing to bad weather the passage took three days and three nights, but under ordinary circumstances it should have been only a little more than one day. There were many bullocks in the boat and during the voyage they had no food to eat or water to drink. There was no room in the boat to carry food owing to the large number of bullocks on board. Defendant himself had nothing to eat or drink. He carried none with him, nor could he eat or drink owing to being sea-sick. When the bullock was landed, it could walk, but afterwards it got sick. He brought it here for sale, but had not sold it.—Mr Bedell Le Yung said the distance from Sunchow to Hongkong was about 45 miles, and the voyage in good weather could be made in twelve hours. Inspector Orley added that he had ascertained that there were ten bullocks brought in that junk. He had examined the other nine; they were this but healthy. When the boat left Sunchow, the crew believed they could make the passage here on the same day, but the boat was blown off the land and did not arrive until the expiry of three days. The sick bullock was recovering and would probably get quite well again. Under the circumstances, the defendants were discharged.

MORE VIOLENT DRUNKENNESS.

Charles Hine, seaman, Thos. Williams, mariner, and George Talor, seaman H. M. S. *Newcastle*, were charged with being drunk and disorderly. They were seen by Inspector Cleaver to have gone into a private lane next to No. 4 Station. The Inspector followed them, as he thought they might get into trouble. He advised them to go away and showed them the right way to get aboard. An Indian Constable came up and one of the defendants began to abuse him. The Inspector thereupon ordered the Constable to return to his beat. The 2nd defendant ran after him and struck him. The 3rd defendant also wanted to run up to the Constable, but the Inspector prevented him and took him to the Station. Meantime Inspectors McKinney and O'Brien and Constable Foley struck Inspector McKinney, caught hold of his whiskers and pulled some out, so that he had to be thrown down. When they were taken to the Charge Room at No. 2 Station, they were very violent and two of them refused to be searched, so that they had to be overpowered by force. An Officer from the *Newcastle* gave the 1st and 3rd defendants a good character, but did not know much of the marine. Fined, the first defendant \$10, in default 14 days' hard labour; the second, \$3, in default 7 days' imprisonment; and the third, 50 cents.

DISORDERLY CONDUCT.

George Beardy, a marine on board H.M. S. *Yogo*, was charged with having gone into the cook-house of Mr Burrows when drunk, and broke crockery to the value of \$2. He also made a hole on the top of a sedan chair. He took up a pick-axe and ran after a cook with it, but did not strike him. A policeman was called, and the defendant was ordered into custody by the Major-General. Fined \$2 and to pay \$2 amends.

LARCENY.

Two cool-coolies were charged with stealing some pieces of clothing and a house-coupling on board the steamer *Mosca*. They were sent to two and four months' hard labour respectively.

ARRIVAL OF THE FRENCH MAIL.

The M. M. Co.'s S. S. *Meikong*, Captain Foache, with dates from Marseilles 10th March, Naples 14th, Port Said 18th, Suez 20th, Aden 26th, Galle 3rd April, Singapore 12th, and Saigon 13th, arrived this morning.

LATE TELEGRAMS.

London, March 25.—Her Majesty the Queen has presented her portrait to Mr. Disraeli.

Viaqapatam, March 22.—A rising has taken place in Bastar. Two companies of the 7th Regiment, of full strength, under the command of Colonel Godfrey and Captain Perce, have been despatched to suppress it. The Rajah's exactions is the supposed cause of the rising. Full particulars yet unknown.

London, March 27.—Her Majesty the Queen leaves for Germany to-day. During Her Majesty's stay at Baden she will be attended by Lord Derby.

Cairo, March 27.—His Royal Highness the Prince of Wales has arrived here, and remains until Friday. H. R. H. sails for Malta on Saturday.

Suez, March 27.—After an interview with His Royal Highness the Prince of Wales, Lord Lytton embarked on the *Orontes* to-day.

Calcutta, March 28.—The steam troop-ship *Himalaya* arrived yesterday with the 3rd Buffs and a portion of the Goorkhas from the Perak expedition.

St. Petersburg, March 28.—The Duke of Edinburgh has left here to join his ship the *Sultan*.

London, March 28.—The following appointments have been gazetted:—Lieutenant-General Sir Frederick Hoare, K.C.B., to be Colonel of the 90th Foot; Major-General Sir Alfred H. Cornford, G.C.B., to be Colonel of the 7th Foot; Lieut.

General Henry Cooper, to be Colonel of the 45th Foot.

St. Petersburg, March 29.—There is a rumour of the temporary retirement of the Czar in consequence of illness, and that the Regency will be under the Czarowitch.

Aden, March 29.—The *Serapis* and her escorts, the *Eastgate* and the *Osborne*, have passed through the Suez Canal safely. Baden, March 29.—Her Majesty Queen Victoria, accompanied by Lord Derby as Minister in attendance, arrived here to-day.

London, March 30.—Obituary.—Dr. Henry Lethaby.

Calcutta, March 31, 2.4 p.m.—A Gazette Extraordinary notifies the arrangements made for the reception of Lord Lytton upon his arrival at Bombay on the 7th of April, and at various places en route to Calcutta, where the date of His Excellency's arrival is at present, unfixed.

Calcutta, March 31.—The Financial Statement by the Hon'ble Sir William Muir, Finance Minister for India, was published to-day.

Accounts for 1874-75 show a Revenue of pounds sterling 50,570,177. Ordinary expenditure 50,261,047, of which £2,236,363 are set aside for famine relief. Surplus £319,130. Public works extraordinary £4,249,566.

Regular estimates 1875-76. Revenue £60,991,000. Ordinary expenditure £49,744,000 of which £556,000 are put to the balance of the famine relief fund. Surplus £11,247,000. Public works extraordinary £4,143,000.

Budget estimates of 1876-77. Revenue £50,480,080. Ordinary Expenditure £50,336,000. Surplus £144,000. Public works extraordinary £3,759,000.

Loans in 1876-77, £3,000,000, of which £260,000 will be from the Maharajahs Sindia and Holkar for railways. The remaining £2,740,000 will be obtained by the Secretary of State in England. No borrowing in India. No fresh taxation in 1876-77.

The estimated cash-balance in India at the end of 1875-76 are £16,243,214; and of 1876-77, £18,152,614. The Budget shows entirely favourable results. The Customs Revenue increased after the operation of the new Tariff Act. The fall of Exchange causes an estimated loss of over a million. Government has resolved to restrict Public Works expenditure as far as possible, while the adverse Exchange prospects continue.

The Secretary of State's drawings during the year will be 1½ millions. The loss in exchange is estimated at 2½ millions sterling.

London, March 29.—The Chartered Mercantile Bank has declared a dividend for the year at the rate of 8 per cent per annum and carried £49,618 to Reserve.

London, March 30.—The Chartered Bank of India, Australia, and China has declared a dividend for the half year at the rate of 8 per cent per annum and carried £25,000 to reserve.

London, March 31.—The Oriental Bank has declared a dividend for the half year at the rate of 11 per cent per annum.

London, March 30.—The House of Lords last night passed the second reading of the Queen's Titles Bill.

Venice, March 30.—The conciliatory measures lately taken by the Governors of Dalmatia and Herzegovina have induced the insurgents to suspend hostilities.

Washington, March 30.—Gen. Schenck, who was lately recalled from London, where he filled the post of American Ambassador, in order to answer charges brought against him of complicity in the Emma Mine frauds, has succeeded in exculpating himself before the Congress Committee.

Aden, March 31.—H.M.S. *Orontes*, with Lord Lytton, the new Viceroy of India, arrived here this morning, and sailed for Bombay at three o'clock this afternoon.

THE CHARGES AGAINST THEODORE W. ECKFELDT.

A Preliminary investigation of the charges against Theodore W. Eckfeldt took place on the 14th instant, in the Court of the United States Consulate General, before O. B. Bradford, Esq., U. S. Vice-Consul. Mr. Eames appeared for the prosecution and Mr. Robinson for the defence. Mr. Robinson raised an objection to Mr. Bradford sitting in the case, as he could not see that a Vice-Consul had any such judicial authority. He was however corrected by Mr. Bradford, who read from the Statute that the word Consul should be understood to mean Consul-General, Consul and Vice-Consul. Mr. Eames explained that the object of the examination was simply to produce sufficient evidence against the accused to justify the Court in holding him in further custody, and also in sending him before a jury for trial. Mr. W. Scott Fitz, chief partner of the firm of Messrs Russell & Co, appeared against the accused, who had been a number of years in their employ. He had charge of the issuing of tickets to foreign passengers travelling by the S.S.N. Co.'s steamers. On the 16th April 1875, the accused issued a ticket to General Raasloff, for Tientsin, by the *Shantung*, and in the counterfool, kept by the accused, and the amount of passage money paid was shown as Tls. 40. There was another ticket issued at the same time to a Mr. Schultz for Tientsin by the same steamer, and the amount of passage money shown in the counterfool was also Tls. 40. But in another book, kept by the accused, which contains a record of all the passengers travelling by the S. S. N. Co.'s steamers, the amount money paid by General Raasloff was only shown as Tls. 30, and that paid by Mr. Schultz the same. This money was paid by an order through the U. S. Consulate-General for \$ 09.50 or Tls. 80, out of which the Company were only credited with Tls. 80. In the passenger-list kept by the Captain of the *Shantung*, the names of General Raasloff and Mr. Schultz were down as having proceeded to Tientsin on the same steamer. A Mr. Bassel had a return ticket for Tientsin issued to him at Tls. 50. In the counterfool Mr. Bassel's name did not appear—only "Astor House" but in the passenger record book Mr. Bassel's name appeared, though against it there was no amount, a line being drawn through the money column, implying that no passage-money had been paid in Shanghai. There was a similar case of a Mr. Sutton who travelled by the same steamer to Tientsin and back for Tls. 50. In the Captain's passenger-list their names appeared as having gone to Tientsin on a return ticket. In the same list the name of a Mr. Cowser appeared as holding a ticket; but the counterfool did not show that any such ticket had been issued, nor was there any record of it in the passenger-book. The amount of the passage-money was Tls. 30. The counterfool under date of 21st February 1876 showed that a ticket had been issued to Mr. Trebbing, for Chefoo, per steamer *Mitah*, for Tls. 24. This ticket was signed

by the accused, and in the passenger-list of the *Mitah* Mr. Trebbing's name appeared; but in the passenger-book there was no entry. In this instance Mr. Fitz had made some enquiries as to whether there were any passengers leaving by the *Mitah*, and was informed that there was one. The day after the steamer had gone, he asked the accused if any passengers had left by the *Mitah*, and he said none. The money had never been accounted for to the house. The amount of the claim filed against the accused was Tls. 8,000. Mr. Eames addressed a few words to the Court to the effect that sufficient evidence had been given to warrant the commitment of the accused for larceny and embezzlement. He could produce more evidence, and substantiate the charge of larceny by calling Messrs Russell & Co.'s comptroller, but he thought it was not necessary; all that was required was the retention of the accused in custody until he could be properly indicted and tried. Mr. Robinson replied that even admitting the evidence that had been given to be true, it was not sufficient to convict the accused, but no attempt had been made to prove one of the charges. After a little argument between the counsel, Mr. Bradford committed the accused to take his trial before a jury. A copy of the indictment would be issued upon him as soon as the charges were framed.—*Shanghai Courier*.

Japan.

(Gazette).

The estimated cost of the barracks to be erected on Loo-Choo Islands is \$84,823. The British ship *Leicester*, has returned from Shingawa, en route to Europe, with a full cargo of rice, and will sail for London in a few days.

The formal opening of the new Normal School in Moto Benten took place on the 7th. Several officials of high rank were present. Next Sunday the school buildings will be open to public inspection.

The flags of all the men-of-war in harbor, as well as those of the great steamship companies, were flown at half mast on the 7th in commemoration of the recent death of Admiral Stringham, the Second Senior Retired Rear-Admiral of the United States Navy.

Vladivostok.—Last year this port was opened on the 10th April; but a telegram was received this week, stating that it would not be opened this year before the 24th April, there being two feet of ice on the water.

We hear that a telegram has arrived countermanding the orders recently given to H. M.'s Ships *Sylvia* and *Swallow* to proceed to Corea and demand satisfaction from the natives for insulting the British flag. The reason is not known here.

An iron mine in Kosaka, Josu, was discovered three or four years ago. During last year the services of a practical Swiss Miner were engaged. The iron turned out of the mine is found to be of very good quality. The working expenses of the mine are yen 15,000 per month. The proprietor is said to be a certain Kuwazoku.

(Japan Mail)

The U. S. flag ship *Tennessee*, Rear-Admiral Keynolds, which arrived from Shanghai at noon on the 7th, was received with the customary salutes.

The Prime Minister has issued a notification declaring that henceforth the age of twenty will be deemed the age of manhood of males in this country.

The Christian day of rest was observed on the 7th for the first time as a holiday in the public offices and by the newspapers. The following Monday being an anniversary of Jimmu Tenno will also be celebrated as a holiday.

Penalties are accumulating upon the unfortunate editor of the *Yokohama Daily News*, against whom a verdict for a further term of imprisonment of 328 days for a fresh offence has just been registered.

Quotations.

HONGKONG, April 10, 1876.

OPIMUM.—New Patna, cash... 620
credit, 622½
Old Patna, cash... 610
credit, 612½
New Benares, cash, 585
credit, 587½
Old Benares, cash, 620
credit, 622½
New Malwa, cash, 580
credit, 585
Allowance Tael, 24 & 26
Old Malwa, cash, 585
credit, 590
Allowance Tael, 16 & 18

CAMPFIRE, ... 15 & 16½

QUICKSILVER, ... 93

SALTPETRE, ... 5 & 5½

Exchange.

Bank, 6 months' sight,

